

Route 44

Updated: October 2005

Vernal to Manila, April 12, 1926, by Commission as Forest Project.

1953 Description:

From Vernal on Route 6 northerly via Dead Lake and Hope Creek to Manila on Route 43.

Approved by 1963 Legislature:

Approved by 1965 Legislature:

(A) Scanned) *(B) Scanned)

1967 Legislature:

From Vernal on Route 6 northerly via Greendale Junction and Sheep Creek to Manila on Route 43.

*(C)

1972 Description:

From Vernal on State Route 6 northerly via Greendale Jct. to Manila on State Route 43.

1975 Legislature:

1975 Description:

From Vernal on SR-6 northerly via Greendale Junction and Sheep Creek to Manila on SR-43.

*(D) 1981 Commission Action 9/4/81:

From a junction with SR-40 in Vernal north to Greendale Junction (Old SR-260) withdrawn as a part of SR-44 and transferred to SR-191 on the same alignment. **(Legislative Action to Follow).**

1981 Description:

From a junction with SR-191 at Greendale Junction northwest to a junction with SR-43 in Manila.

Approved by 1983 Legislature: effective May 10, 1983.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

1990 Legislature: Description remains the same.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

Route 44 Cont.

1994 Legislative Description:

From Route 191 at Greendale Junction northwesterly to Route 43 in Manila.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislature: Description remains the same.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

* Refers to resolution index on the following page.

**Refers to Scanned Computer Resolution index on the following page.

Route 44

COUNTY/VOLUME & RESOLUTION NO.

| | | |
|-------------------------------------|-----------------------------|---------------------------|
| A. Daggett Co. 1/111 | B. Daggett Co. 1/125 | C. Daggett Co. 4/5 |
| D. Uintah & Daggett Co. 6/37 | | |

DESCRIPTION OF RESOLUTION CHANGE

- (A). Relocation/New Alignment - South of Manila.
- (B). Relocation/New Alignment - From a point northerly, thence westerly to a junction west of Summit Springs Ranger Station
- (C). Relocation/New Alignment - From a point near the crossing of Sheep Creek southeasterly to a junction with present SR- 44.
- (D). Re-designation - From the junction of SR-40 in Vernal to Greendale Junction becomes portion of SR-191 & U.S. 191.

RESOLUTION T^h

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the re-construction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

22-2-4 1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

24-6-2 Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignmnet are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

85-1 Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

3.15-2 Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

28-20-4 Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

12-26-4 Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

8.29-1 Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

8.30-2 Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

8.31-2 Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

8.32-1 Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

52

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

8-156-1
5-236-1 Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

13-289-1 Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inaccessible, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Frank Deth
Commissioner

Elmer Strong
Commissioner

Clem A. Church
Commissioner

Ernest Balf
Commissioner

ATTEST:

Rebecca C. Brassard
acting Secretary

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer

WEM

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

1-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE
DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
2. 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 ± - 836 ± right side

958 ± - 971 ± right side

984 ± - 991 ± left side

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965

FROM : J. Q. Adair, Dist. Engr.

SUBJECT: Road Deletions

RECEIVED
1965 JAN 26 AM 10

UTAH STATE
DEPT. OF HIGHWAYS

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches)
F-028-3(6) Woodside Northerly
NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
NS-338(1) Huntington Northerly - Mohrland Connection
NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

| Route Number | Report Number | Rock Section Number | mi East of New London | Miles Trans To City | Miles Trans To Route | Miles to Newnan | total miles collected |
|--------------|--|-------------------------------|-----------------------|---------------------|----------------------|-----------------|-----------------------|
| 2 | I-15-4 (8) 190 | Summit | 2.2-2-4 | 4.373 | | 4.200 | 4.200 |
| 6 | F-015-3 (4) | Winth | 2-4-2 | 2.355 | | 2.405 | 2.405 |
| 8 | F-128-3 (5) | Emerg | 8-8-1 | 6.120 | | 6.087 | 6.087 |
| 8 | F-028-3 (6) | " | 8-8-1 | 8.592 | 0.700 | 8.212 | 8.912 |
| 15 | F-014-1 (2) | Kane | 13-15-2 | 2.305 | 0.400 | 2.927 | 3.327 |
| 15 | FLH-37 (1) | " | 13-15-2 | 4.504 | | 1.015 | 1.015 |
| 24 | NS-371 (1) | Madona | 28-24-4 | 5.623 | 3.600 | 2.412 | 6.012 |
| 24 | S-0371 (5) | " | 28-24-4 | 8.861 | | 9.234 | 9.234 |
| 26 | F-024-3 (2) | Ival | 12-26-1 | 6.615 | 5.030 | 1.949 | 6.979 |
| 29 | MR-22-1 | Emerg | 8-29-1 | 5.908 | | 1.900 | 1.900 |
| 44 | S-0192 (1) | Daggett | 5-44-2 | 2.186 | 2.400 | 0.498 | 2.898 |
| 54 | S-0392 (5) | Garfield | 9-54-2 | 3.818 | 1.046 | 2.727 | 4.402 |
| 123 | S-0224 (1) | Carbon | 4-123-1 | 4.625 | 0.691 | | 0.691 |
| 236 | (Due to Ryeckth, NS-338 (1)) NS-338 (1) | Relocation of SR-236 Emerg | 8-155-1 | No Construction | | 0.250 | 0.250 |
| 236 | | " | 8-236-1 | 4.492 | | 4.225 | 4.225 |
| 236 | F-035-1 (4) | Kane | 13-239-1 | 6.739 | 4.900 | 2.054 | 6.954 |
| | | | | 69.816 | 0.629 | 18.767 | 46.095 |

| Route Section | Miles East of New London | Miles from City | Miles from to South | Miles to North | Total miles | Total miles |
|---------------|-----------------------------|--------------------|------------------------|-------------------|-------------|-------------|
| 24-2-4 | 4,373 | | | 4,220 | 4,200 | + 0.173 |
| 24-4-2 | 2,465 | | | 2,435 | 2,405 | - 0.350 |
| 8-8-1 | 6,120 | | | 6,087 | 6,087 | + 0.033 |
| 8-8-1 | 8,592 | | 0,700 | 6,212 | 6,912 | - 0.320 |
| 13-15-2 | 2,305 | | 0,400 | 2,927 | 3,327 | - 1.022 |
| 13-15-2 | 4,504 | | | 1,815 | 1,815 | - 4.511 |
| 16-14-4 | 5,625 | | 5,600 | 2,412 | 6,012 | - 0.387 |
| 28-24-4 | 8,861 | | | 9,234 | 9,234 | - 0.373 |
| 12-26-1 | 6,615 | | 5,030 | 1,949 | 6,979 | - 0.364 |
| 8-29-1 | 5,908 | | | 1,900 | 1,900 | + 4.008 |
| 5-14-2 | 2,186 | | 2,400 | 4,448 | 2,898 | - 4.712 |
| 9-54-2 | 5,818 | 0,629 | 1,046 | 2,727 | 4,402 | - 0.584 |
| 4-123-1 | 0,625 | | 0,691 | | 0,691 | - 0.066 |
| 6-153-1 | No Construction | | | 0,250 | 0,250 | - 0.250 |
| 8-236-1 | 0,492 | | | 4,225 | 0,225 | + 0.267 |
| 13-259-1 | 6,739 | | 4,900 | 2,054 | 6,954 | - 0.215 |
| | 64,816 | 0,629 | 18,767 | 46,095 | | - 0.675 |



OFFICE OF
Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

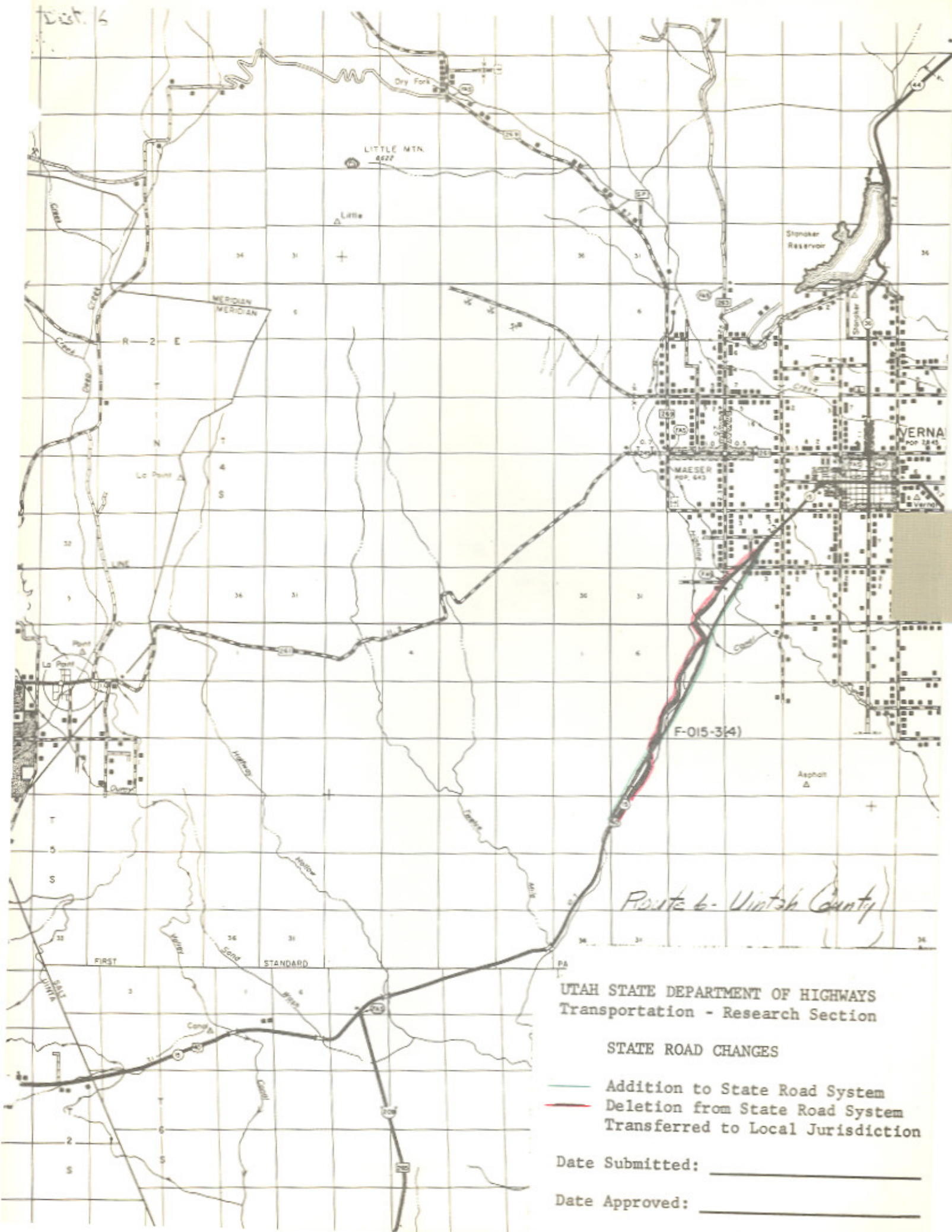
By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk

S H E E T N O . 2

I-80-4(80)190

Date Approved: _____

Dist. 6



SR-6

F-015-344

Route 6 - Uintah County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

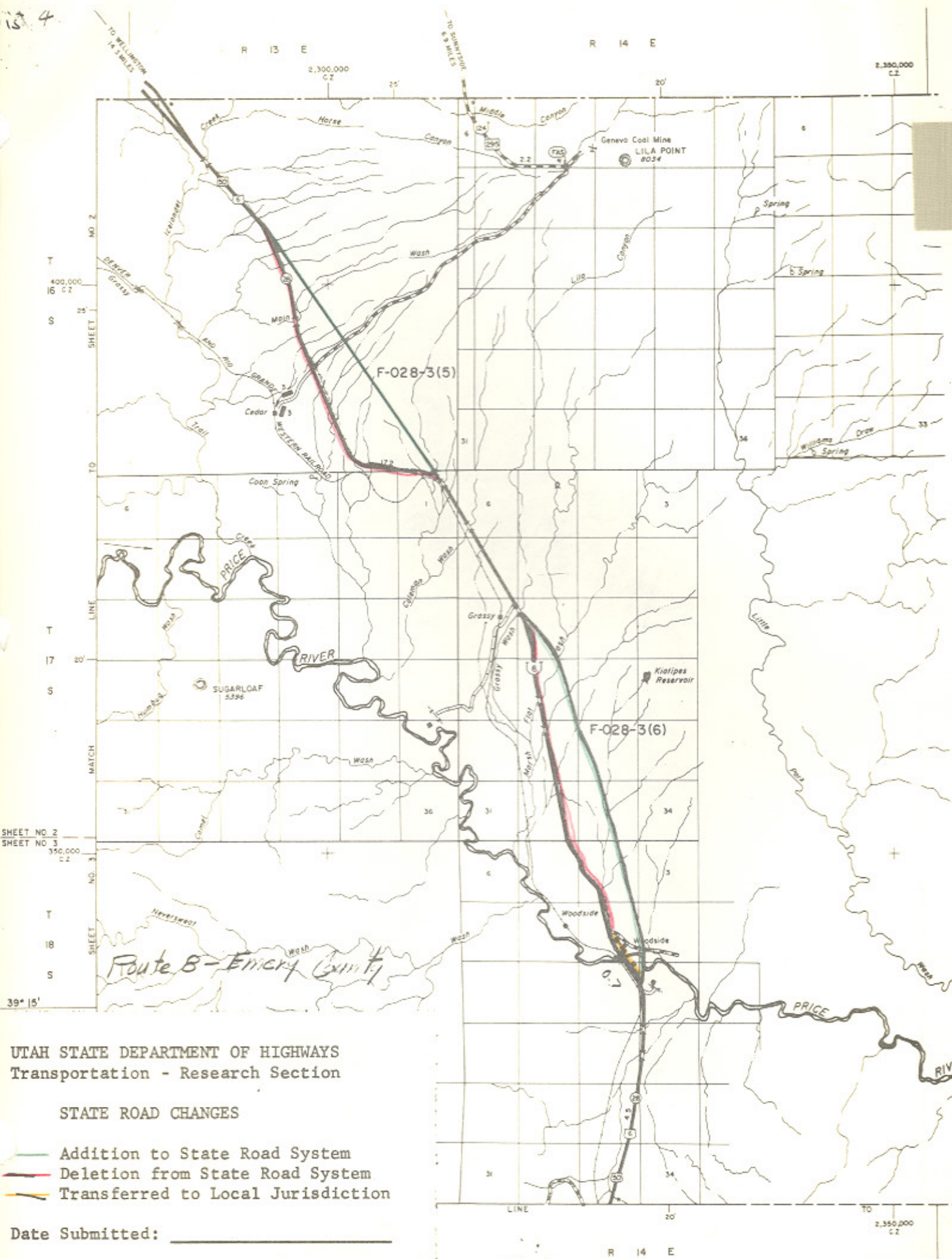
STATE ROAD CHANGES

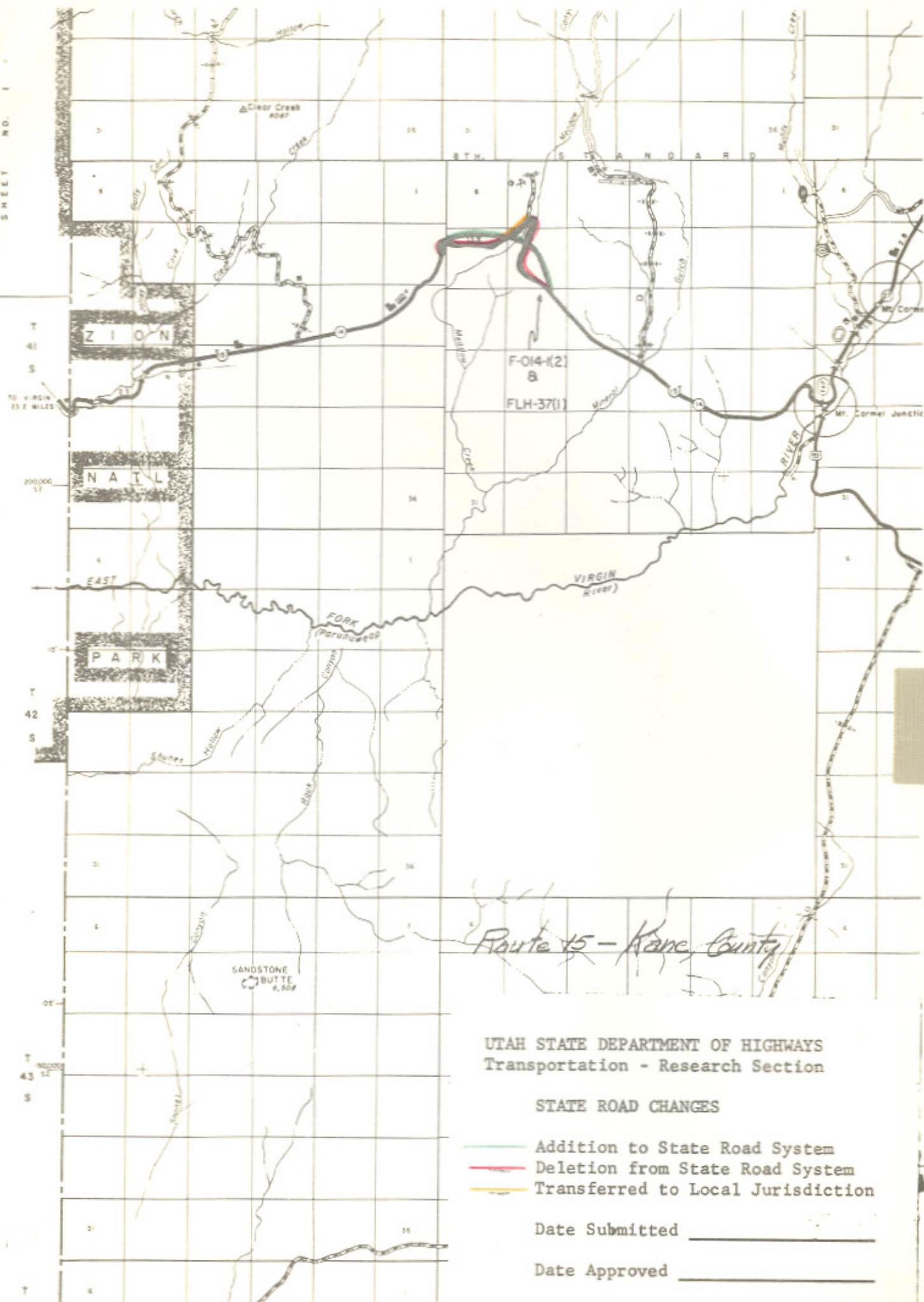
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

is 4





Route 15 - Kane County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

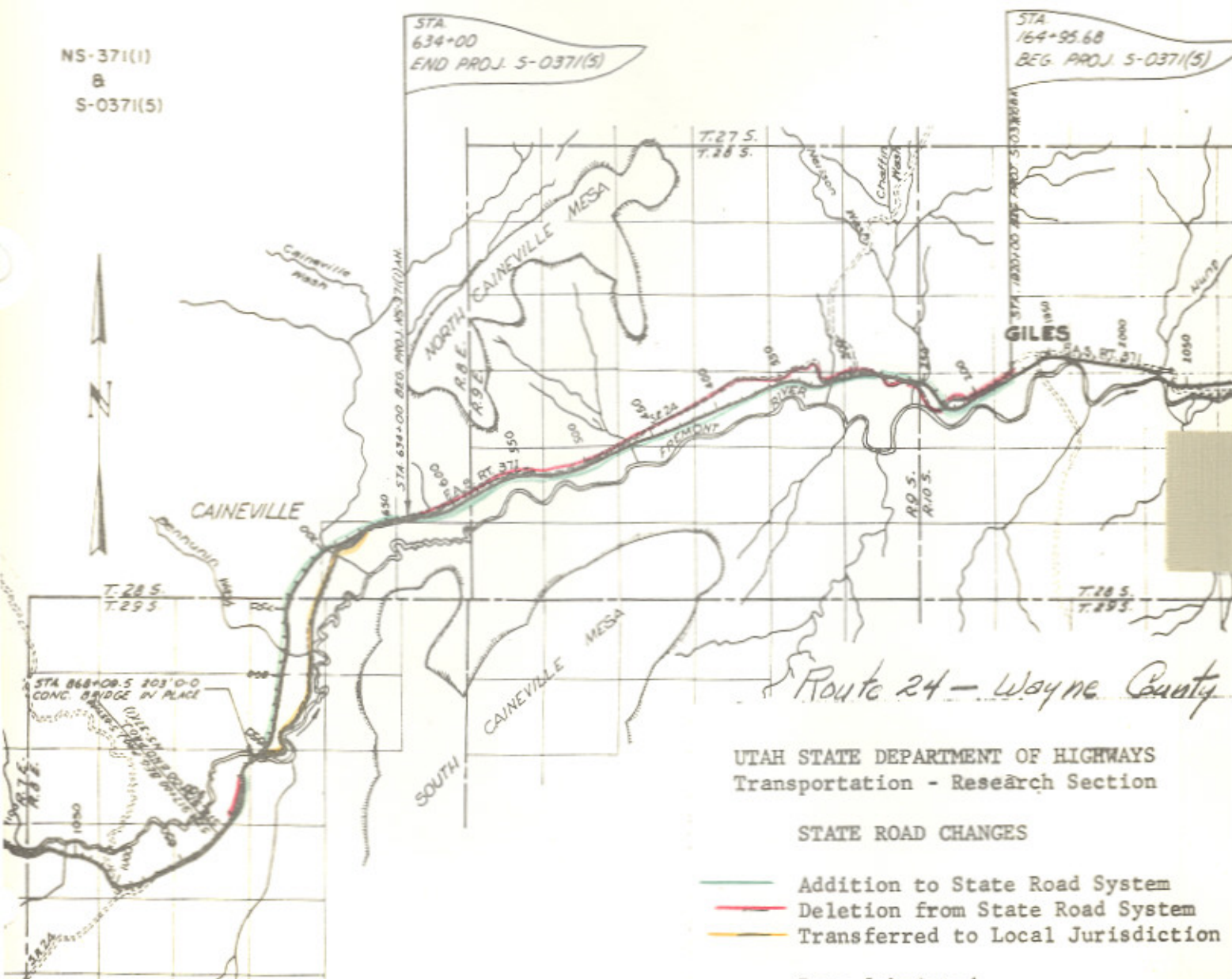
Date Approved _____

Dist. 7

NS-371(1)
8
S-0371(5)

STA.
634+00
END PROJ. S-0371(5)

STA.
164+95.68
BEG. PROJ. S-0371(5)



SR-24

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

list: 6



Route 26 - Juab County

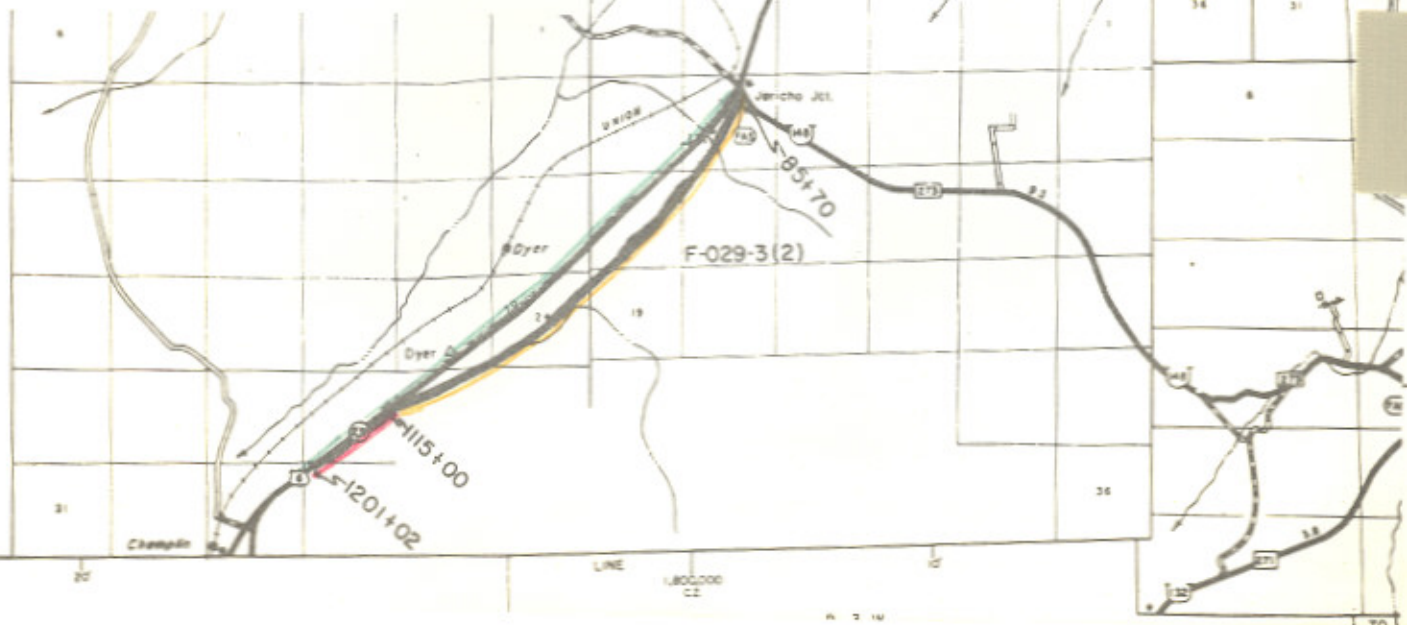
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

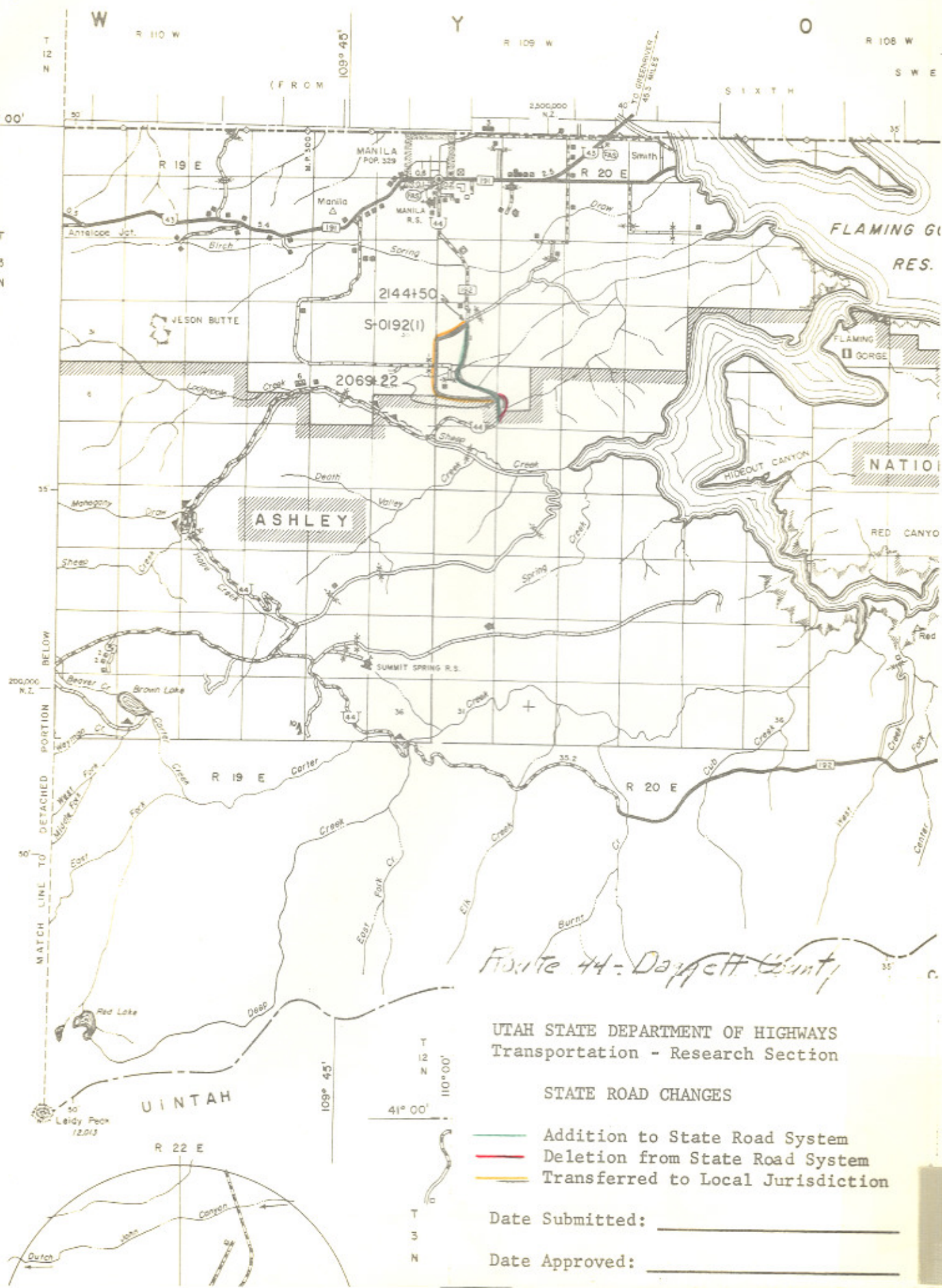
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

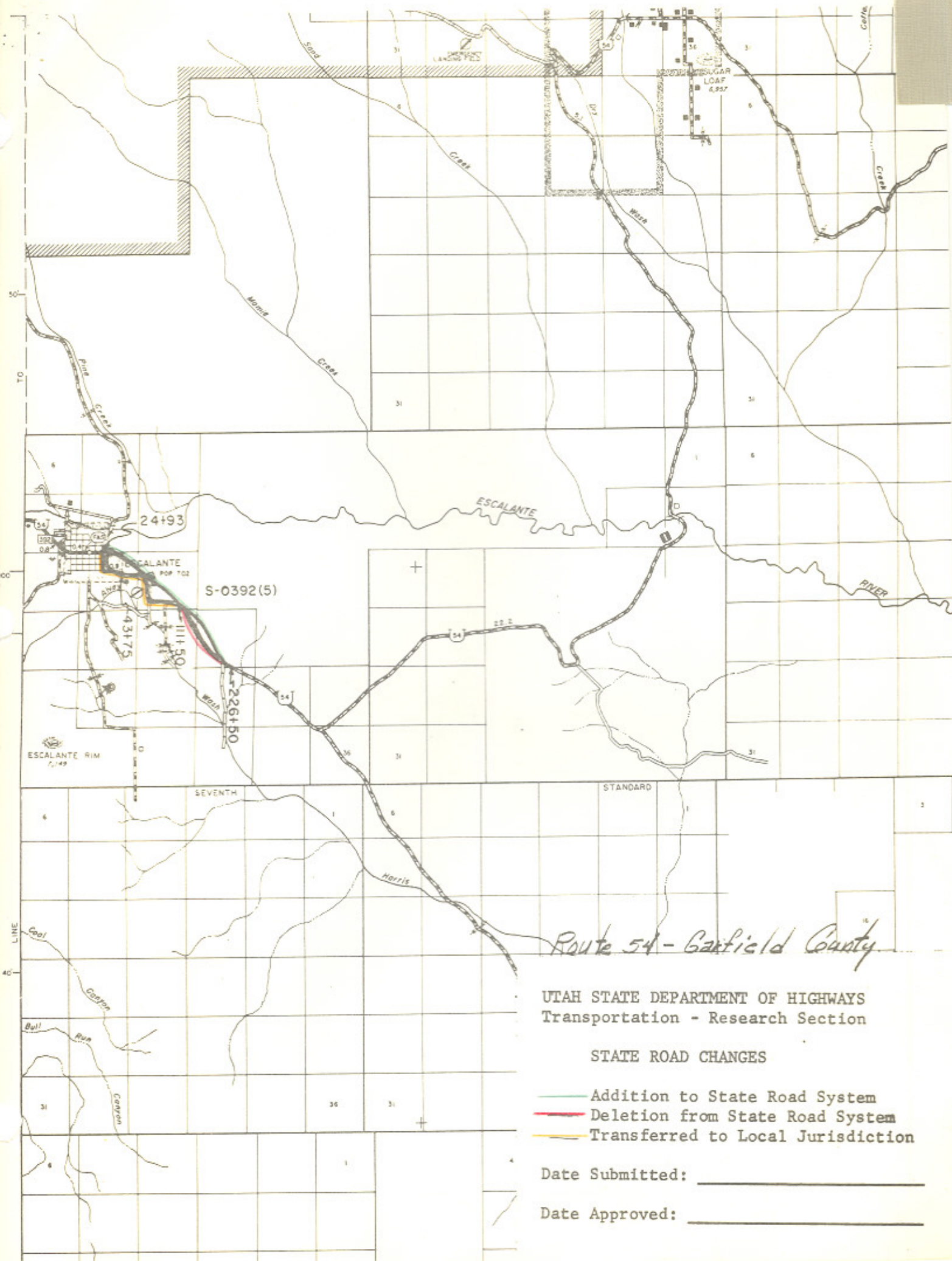
Date Submitted: _____

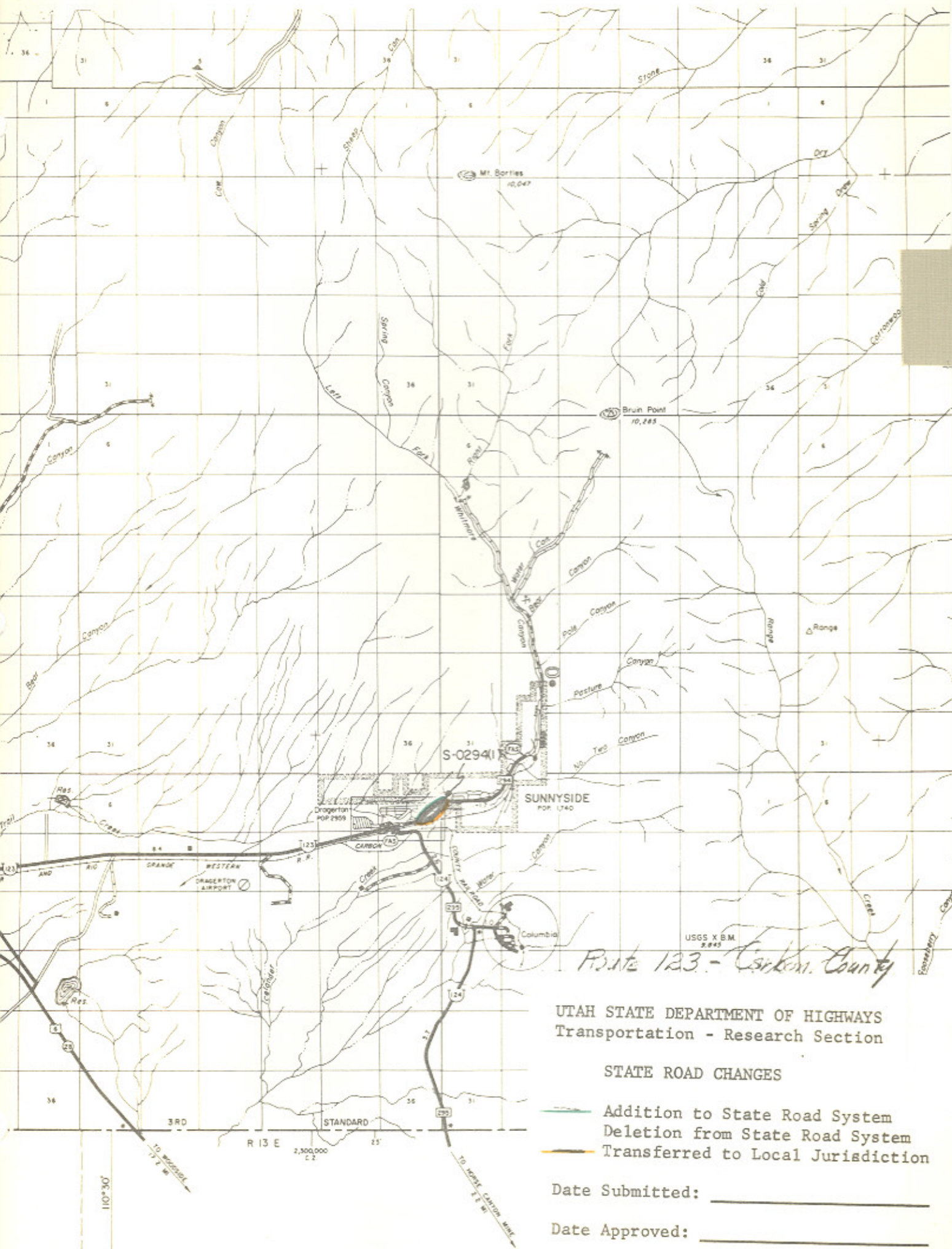
Date Approved: _____



SR-26







UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

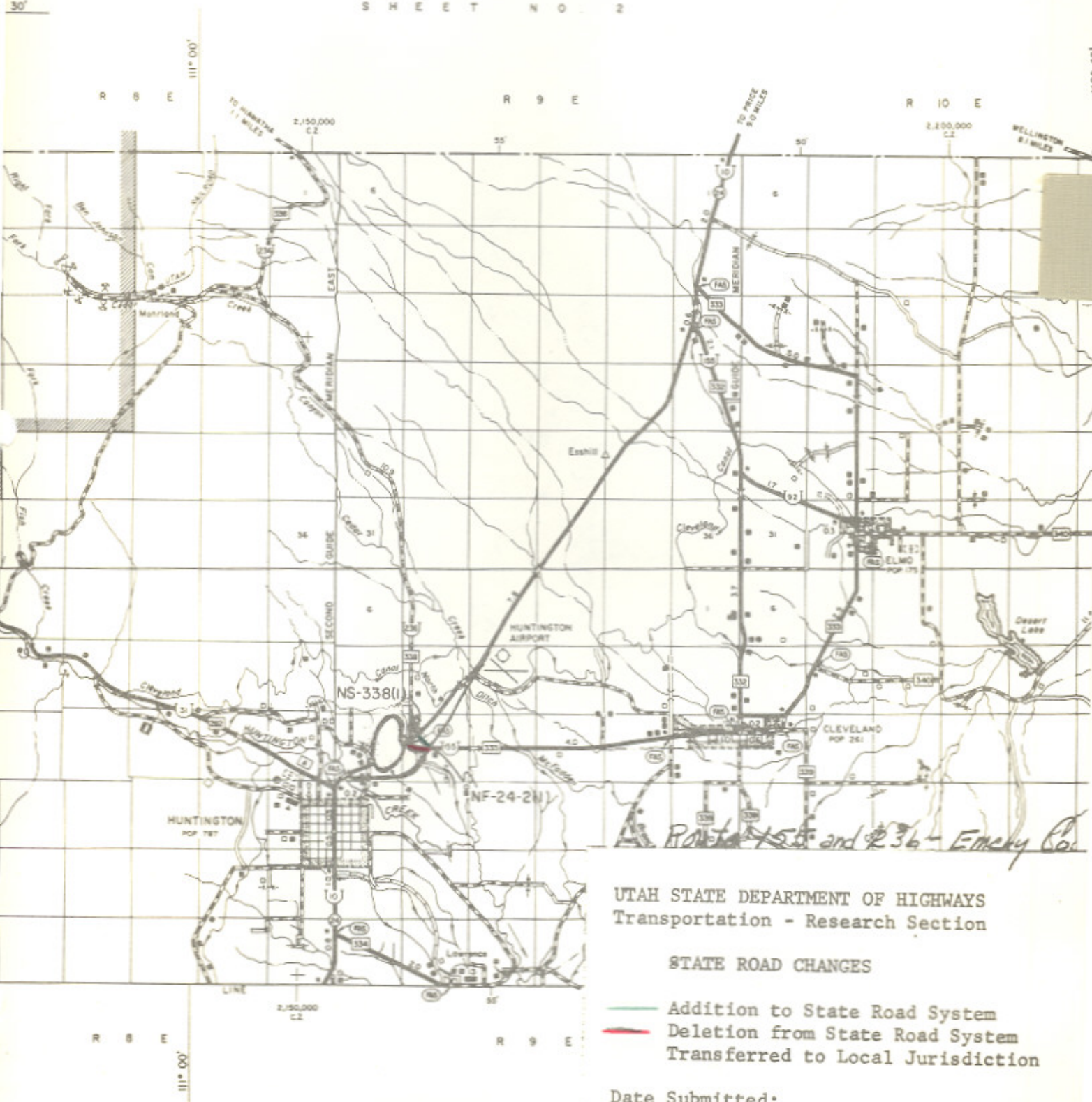
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

D 88 4

C A R B O N C O U N T
S H E E T N O 2



SR-236
8 151 105

Route 155 and 236 - Emery Co.

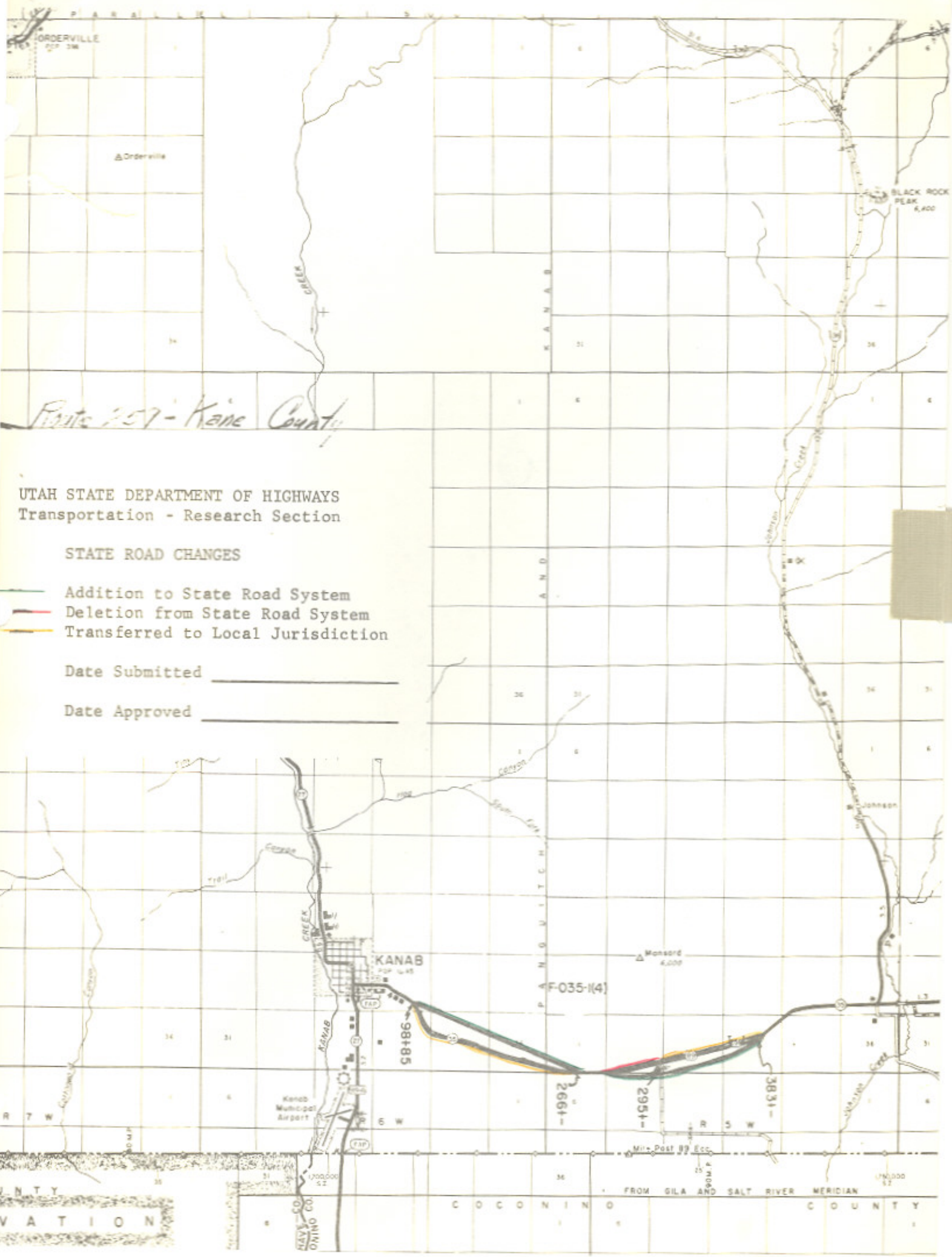
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-259

COUNTY
DIVISION

FROM GILA AND SALT RIVER MERIDIAN

5-192
5-44-2

R E S O L U T I O N

State Route 44

WHEREAS, with the completion of Forest Highway Project 37-2(4), a distance of 4.96 miles in Daggett County has resulted in the construction on new alignment, a new roadway and,

WHEREAS, the old roadway will still serve as a public roadway although not justified as a part of the State System of Highways and,

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That State Route 44 be relocated to traverse the new alignment constructed as a result of Forest Highway Project 37-2(4) from a point on State Route 44 northerly; thence, westerly to a junction with State Route 44 west of Summit Springs Ranger Station.
2. That the old location of State Route 44 be transferred to the jurisdiction of the U.S. Forest Service.
3. That by this action State Highway System mileage will not be affected.
4. That the exhibit attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 25th day of November, 1966

STATE ROAD COMMISSION OF UTAH

Antony S. Hamilton
Chairman

SR-44
125


RESOLUTION
State Route 44
Page 2

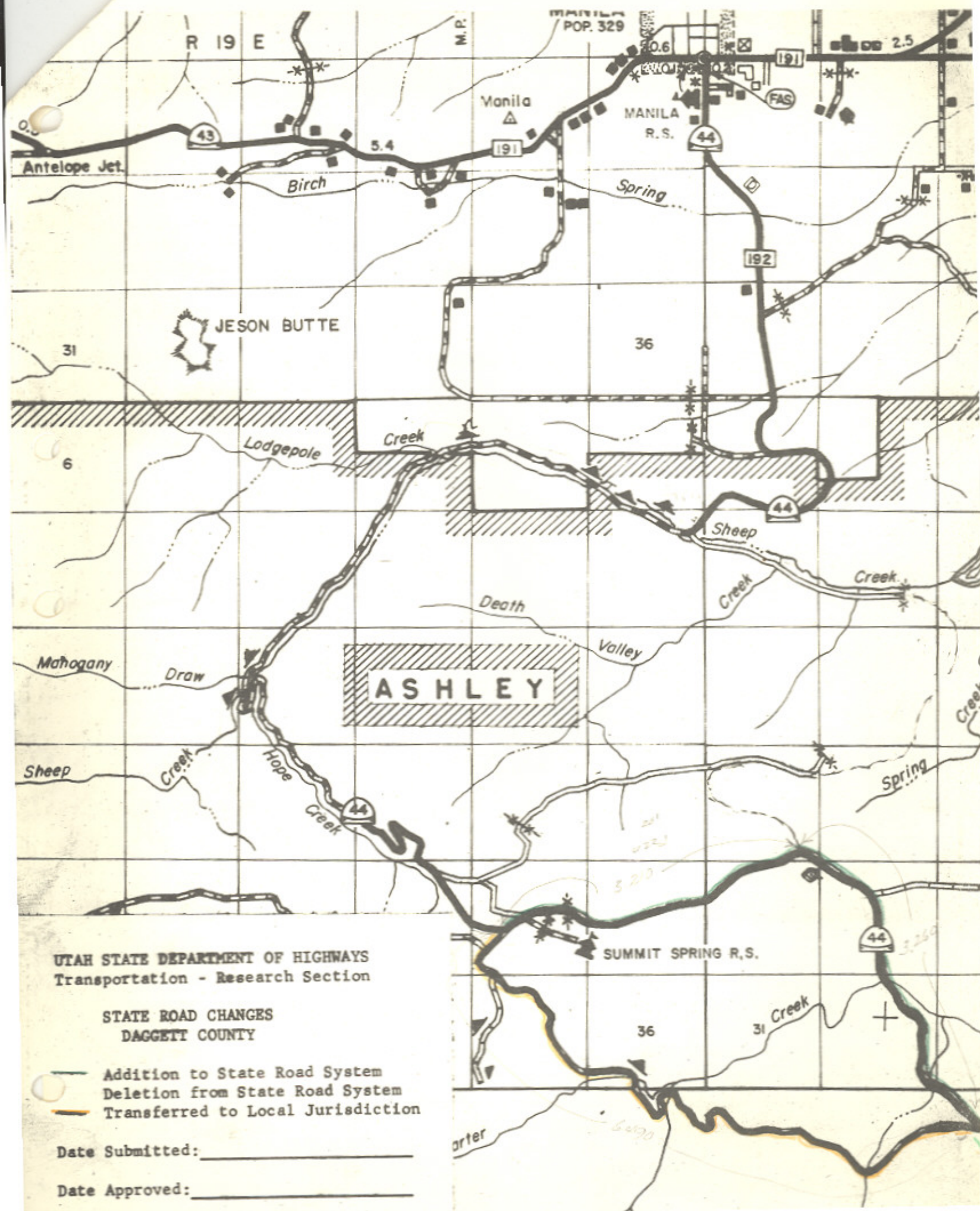

Commissioner


Commissioner


Commissioner


Commissioner

ATTEST:

Secretary



DIRECTOR
HENRY C. HELLAND

09-42.4
70-RE



STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

December 2, 1966

Mr. Daniel Watt, Division Engineer
U. S. Department of Commerce
Bureau of Public Roads
Federal Building
125 South State Street
Salt Lake City, Utah 84111

Dear Mr. Watt:

Subject: Transfer to a new alignment a portion of State Route 44
in Daggett County

Effective November 25, 1966, the State Road Commission adopted a resolution transferring a portion of State Route 44 to a new alignment from a point on State Route 44 northerly; thence, westerly to a junction with State Route 44 west of Summit Springs Ranger Station.

The old alignment of State Route 44 is transferred to the jurisdiction of the U.S. Forest Service.

This action will not affect State Highway mileage.

Transmitted is a copy of the aforementioned resolution and a map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Transmittal

RESOLUTION

State Route 44

WHEREAS, with the completion of projects S-0192(2), FHP-37-1(4), FHP-37-1(2), and FHP-37-1(1) from a point near the crossing of Sheep Creek southeasterly to a junction with present State Route 44, in Daggett County, a distance of 7.3 + - miles, has resulted in the construction on new alignment, a section of new roadway, and

WHEREAS, the old alignment will serve as a public roadway though not justified as a part of the State System of Highways, and

WHEREAS, it has been recommended by Mr. E. E. Lovelace, District Engineer, and concurred in by the U.S. Forest Service, that all portions of the old alignment of State Route 44 be transferred to the jurisdiction of the U.S. Forest Service, and

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, as amended, it is hereby resolved as follows:

That all portions of highway constructed as a result of projects S-0192(2), FHP-37-1(4), FHP-37-1(2) and FHP-37-1(1) be designated as a part of State Route 44,

That the old alignment of State Route 44 be transferred to the jurisdiction of the U.S. Forest Service,

That by this action State Highway System mileage will decrease 7.4 + - miles,

That the memorandum from Mr. E. E. Lovelace, pertaining to his recommendation for the relocation of State Route 44, and the letter from the U.S. Forest Service indicating their concurrence in the transfer of the old alignment of State Route 44 to their jurisdiction, be hereby incorporated as a part of this submission.

That the map attached illustrating the action taken herewith be hereby
incorporated as a part of this submission.

Dated this 18th day of November, 1971.

STATE ROAD COMMISSION OF UTAH

Clay A. Church
Chairman

R. L. Taylor
Vice-Chairman

David H. H. H.
Commissioner

James F. Ford
Commissioner

Alvin H. H. H.
Commissioner

ATTEST:

Russell A. Zentley
Secretary

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 11, 1969

TO : B. DALE BURNINGHAM, Planning Statistics Supervisor

FROM : EDWIN E. LOVELACE, District Six Engineer *EEL*

SUBJECT: Transfer of a portion of S.R. 44 to a
new alignment
Daggett County

Will you provide for the transfer of S.R. 44 to the new alignment of Federal Aid secondary route 192, in Daggett County. A sketch is attached which shows the location of the route.

Construction was recently completed on this route which was built under projects S-0192(2), FHP 37-1(4), FHP 37-1(2), FHP 37-1(1). The length of new route is 7.30 miles.

The existing route with a length of 12.91 miles (calculated from in place mileposts) is to be transferred to the U.S. Forest Service-Ashley National Forest.

Since the route is on a forest highway, the Forest Service can accept the full length, even though a short section is outside the forest lands. A request has been made to the Forest Engineer for a letter of concurrence. This will be forwarded to you when it is received.

EEL/AWadley/abs

Attachment

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Ashley National Forest
Vernal, Utah

7720

November 3, 1971



Mr. Ed Lovelace
Utah State Department of Highways
District Six
Orem, Utah 84057

Dear Ed:

I am enclosing copies of two letters sent to our Regional Office this past summer concerning Sheep Creek Road #10218 - Temporary U-44. They are dated June 3 and August 27, 1971. I apologize that no documentation of our discussions and agreement was transmitted on to you.

If the work described in the letters is performed to the degree we previously discussed, we will assume the maintenance responsibilities. As you indicated, the spring spot patching and chip and seal should be completed in late June.

Sincerely,

J. Kirby Lee
J. KIRBY LEE, P.E.
Forest Engineer

Enclosures

RECEIVED
4 NOV 1971
DIST. # 6
OREM

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Information sent to: Edwin E. Lovelace, District #6 Engineer

| | | | |
|-------------------|-------------------|----------------|-------------------|
| Jerry Fenn | Maurice Richey | Ellen Wandell | Charles Bertolina |
| Ralph Murdock | Clarence Stephens | Harold Brown | Jim West |
| Dean Steed | Evelyn Crill | Ray Behling | Don Jensen |
| Porter M. Gooch | Wallace Liddle | Bonnie Garcia | Clarence Bywater |
| Keith Rosevear | David Sargent | John W. Homer | Ken Riddle |
| Robert Walsh | Art Geurges | Chauncey Powis | Winston Neiman |
| Lillian Witkowski | Robin Hood | E. Paul Gilgen | Robert Weadon |
| Mary Decker | Ezra Christensen | Bert Kros | |

November 29, 1971

Mr. Albert Neff, Chairman
Daggett County Commission
Daggett County Courthouse
Manila, Utah 84046

Dear Commissioner Neff:

Subject: Transfer of a Portion of State Route 44 to New Alignment
in Daggett County

Effective November 18, 1971, the Utah State Road Commission adopted a resolution to designate all portions of highway constructed by Projects S-0192(2), FHP-37-1(4), FHP-37-1(2) and FHP-37-1(1) as part of State Route 44.

The old alignment of State Route 44 will be transferred to the jurisdiction of the U. S. Forest Service.

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Chief, Systems Planning Div.

Attachment

DIRECTOR
HENRY C. HELLAND

Address reply to:
P. O. Box 216 84067

Telephone 225-5520



STATE HIGHWAY ENGINEER
BLAINE J. KAY

DISTRICT ENGINEER
EDWIN E. LOVELACE

Utah State Department of Highways

District Six

Orem, Utah

July 11, 1972

J. Kirby Lee, P.E.
Forest Engineer
Ashley National Forest
Vernal, Utah 84078

Ref: 7720

Dear Kirby:

This is to confirm our telephone conversation of July 10 regarding the Sheep Creek Canyon Road.

According to our previous discussions and agreements, the Highway Department was to perform certain improvement work on the road, after which the Ashley National Forest would then accept the road for all future responsibilities.

We have just recently completed the chip sealing of the road and striped the centerline. We feel that we have fulfilled our commitment and that the road is now ready to be placed under the jurisdiction of the Forest Service. Would you please review this matter and give me your comments at the earliest possible date.

Sincerely,

Edwin E. Lovelace, District Engineer

EELovelace/hr

cc: Commissioner Fran Felch
Blaine J. Kay, State Highway Engineer
B. Dale Burningham, Chief Research Engr., Plan. & Progr.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Ashley National Forest
Vernal, Utah

7720
July 28, 1972



Mr. Ed Lovelace
Utah State Department of Highways
District Six
Orem, Utah 84057

Dear Ed:

The recently completed chip sealing and striping of the Sheep Creek Canyon Road from Dowd Junction to Bennett Ranch is acceptable to this office. Your commitment is fulfilled and we accept jurisdiction for maintenance.

We appreciate your willingness and cooperation in working with our people on the Ashley National Forest.

Sincerely,


A. R. McCONKIE
Forest Supervisor

RECEIVED
31 JUL 1972
DIST. # 6
OREM

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 31, 1972

TO : Howard B. Leatham, P. E.
Engr. for Planning & Programming

FROM : Edwin E. Lovelace *EEL*
District Six Engineer

SUBJECT: Old SR-44
Sheep Creek Canyon, Daggett County

As you are aware, the new section of SR-44 between Dowd's Spring and Sheep Creek Bay has been completed, and the old highway that goes through Sheep Creek Canyon is not now considered a state highway.

Before turning this back over to the Ashley National Forest for their jurisdiction, it was necessary that the Highway Department perform certain work before the Forest Service would accept it. The necessary work has now been completed satisfactorily to the Forest Service, and they agree that our commitment is fulfilled and that they accept the road for future maintenance and other jurisdictional aspects.

Accordingly, attached herewith is a letter from Mr. A. R. McConkie, Forest Supervisor, to that effect.

EELovelace/hr

cc: Commissioner Francis Felch
Blaine J. Kay, State Highway Engr.
B. Dale Burningham, Chief Research Engr..
Plan. & Prog.
Alex Wadley, District Traffic Engineer

Attachment

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and

That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

R. L. Starnes
Chairman

Wayne A. Whitten
Vice Chairman

Samuel D. Payne
Commissioner

Chas H Church
Commissioner

Charles Claybaugh
Commissioner

ATTEST:

Eva H. Anderson
Secretary

COMMISSION



Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

CHAUN COX
CHAIRMAN
NE S. WINTERS
VICE CHAIRMAN
CLEM H. CHURCH
SAMUEL J. TAYLOR
CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

UTAH DEPARTMENT OF TRANSPORTATION

State Office Building
Salt Lake City, Utah 84114

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

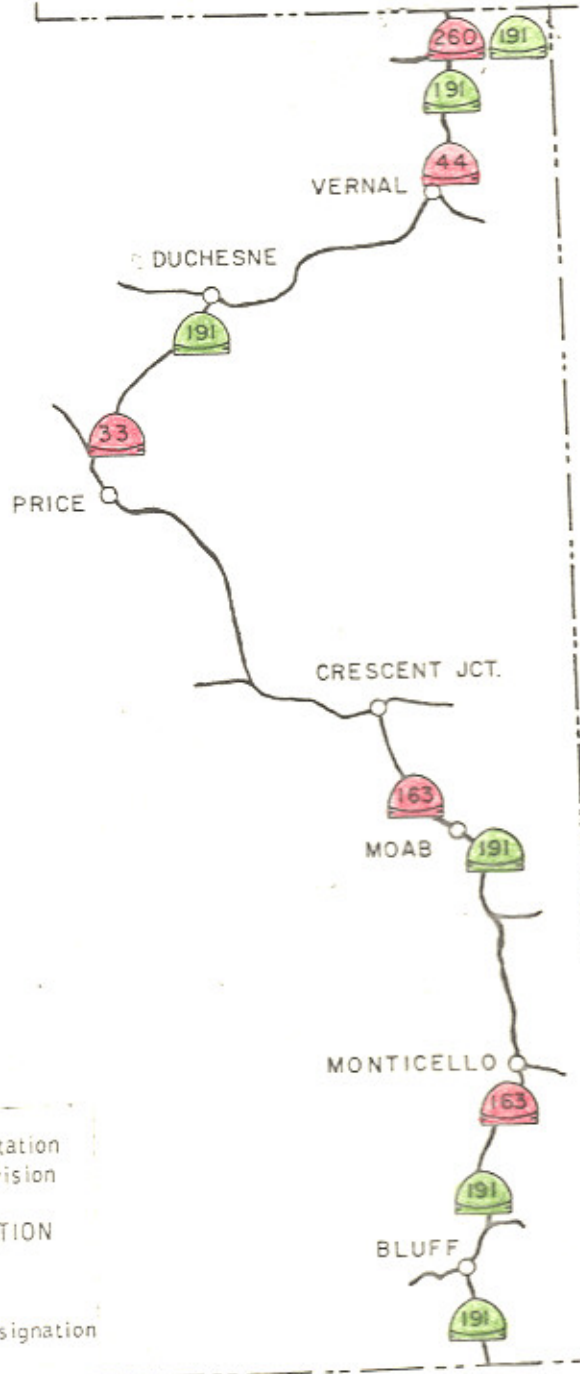
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis



W. Ronald Delis
Engineer for Transportation Planning

Enclosure



Utah Department of Transportation
Transportation Planning Division

STATE ROAD DESIGNATION

-  Present Designation
-  Recommended New Designation

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

TO : L. R. Jester, P.E.
District 6 Director

FROM : W. Ronald Delis, P.E. *RD*
Engineer for Transportation Planning

SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

Attached is a copy of the resolution and a location map.

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
District 4 Director

AN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- ☐ the Elimination of a U.S. (I) Route
- ☐ the Establishment of a U.S. (I) Route
- ☐ the Relocation of U.S. (I) Route
- ☒ the Extension of U.S. (I) Route 191
- ☐ the Establishment of an Alternate U.S. Route
- ☐ the Establishment of a Temporary U.S. Route
- * ☐ the Recognition of a Business Route on U.S. (I) Route
- * ☐ the Recognition of a By-pass Route on U.S. Route

BETWEEN
West Yellowstone
Montana and Chambers, Arizona

The Following
State or States are
Involved:

Montana

Wyoming

Arizona

Date Received 9/19/80

Date application acknowledged 10/15/80 10/26/81

Date to Route Number Committee 6/25/81

Date considered by Executive Committee 6/26/81

Action of Executive Committee Extension of U.S. Route 191 PPB, 1981

Member Department Notified 6/30/81

(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 1980

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

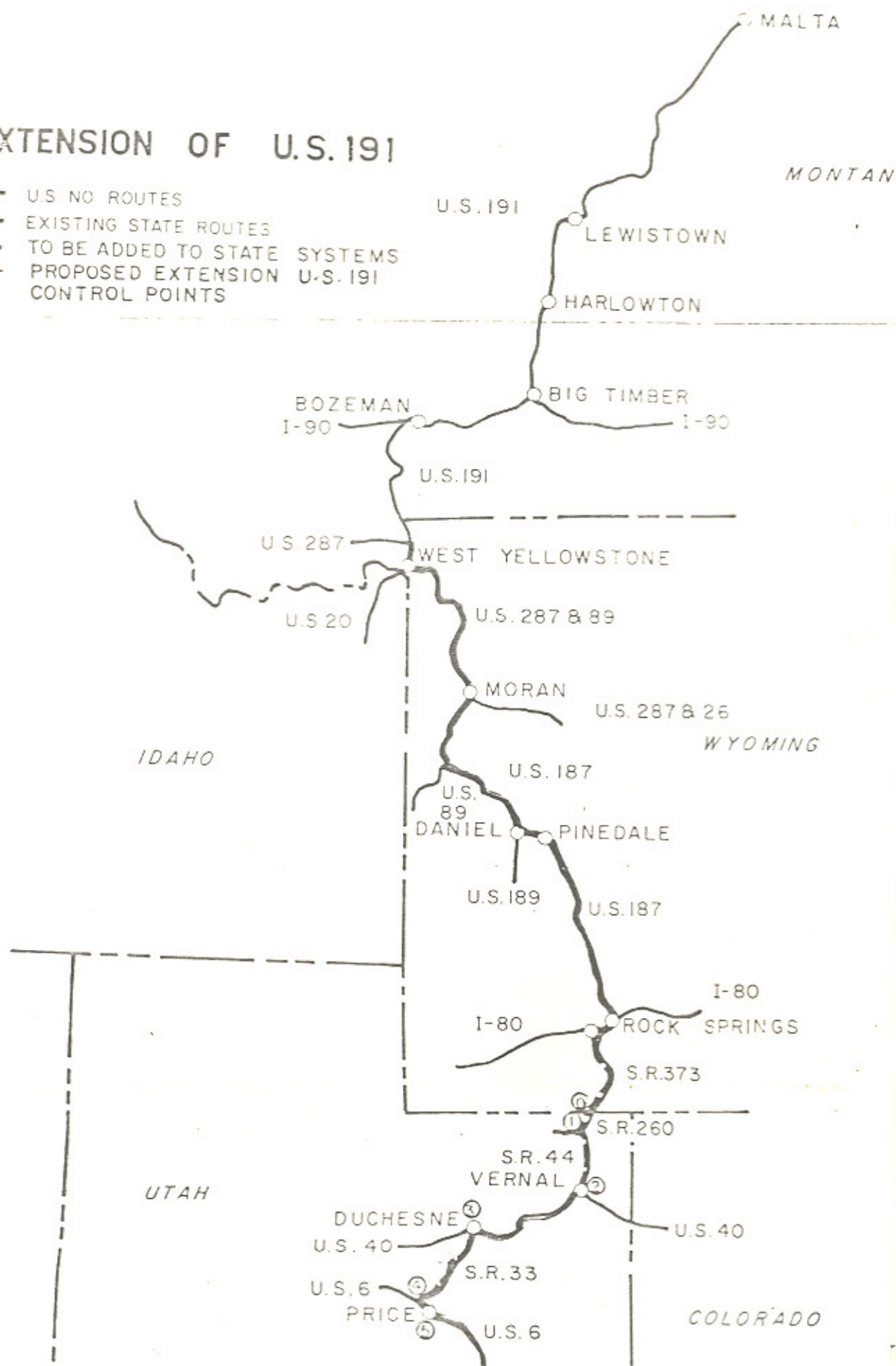
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

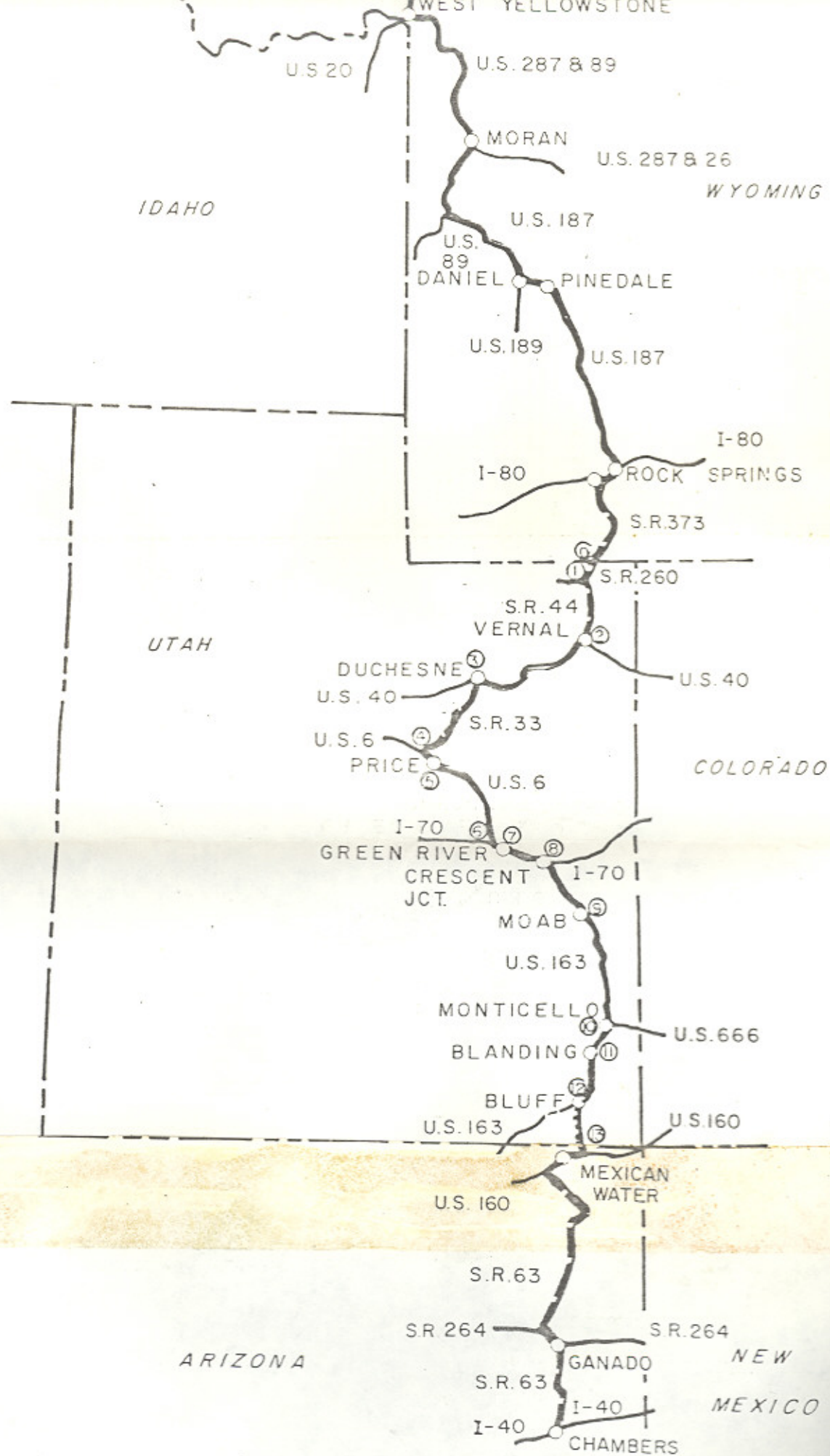
Does the petition propose a new routing over a portion of an existing U.S. Route Yes? If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where: I-70, Crescent Junction to a point west of Green River.

PROPOSED EXTENSION OF U.S. 191

- U.S. NO ROUTES
- - - EXISTING STATE ROUTES
- · - · - TO BE ADDED TO STATE SYSTEMS
- PROPOSED EXTENSION U.S. 191
- ① CONTROL POINTS





| POINT MILE | PAVEMENT TYPE | PAVEMENT CONDITION | TRAFFIC ADT | PAVEMENT WIDTH DEFICIENCY | SHOULDER WIDTH DEFICIENCY | ROADWAY WIDTH DEFICIENCY | H-LOADING DEFICIENCY | VERTICAL SIGHT DISTANCE DEFICIENCY | STANDARD | |
|---------------|-----------------------------------|-------------------------|----------------|---------------------------------|---------------------------------|--------------------------------|-------------------------|---|-----------------------------------|-----------------------|
| | | | | PERCENT 10 20 30 40 | PERCENT 10 40 40 80 | PERCENT 10 20 30 40 | PERCENT 10 40 80 80 | PERCENT 10 40 80 40 | HORI- ZONTAL CURVA- TURE | PER- CENT GRADE |
| (10) | UTAH-WYOMING STATE LINE | | | | | | | | | |
| 16.9 | H | G | 375 | NONE | NONE | NONE | NONE | | | |
| (11) | JUNCTION SR-44 GREENDALE JUNCTION | | 755 | | | | | | | |
| 20 | | | 1200 | | | | | | | |
| 34.8 | | | | | | | | | | |
| 40 | | | 3350 | | | | | | | |
| (12) | JUNCTION US-40 IN VERNAL | | 14500 | | | | | | | |
| 60 | | | 13000 | | | | | | | |
| | | | 2800 | | | | | | | |
| 57.9 | | | | | | | | | | |
| 80 | | | 6500 | | | | | | | |
| | | | 3400 | | | | | | | |
| | | | 2700 | | | | | | | |
| 100 | | | 4200 | | | | | | | |
| (13) | JUNCTION SR-33 IN DUCHE SNE | | 900 | | | | | | | |
| 120 | | | | | | | | | | |
| 43.6 | | | 265 | | | | | | | |
| 140 | | | | | | | | | | |
| | RXR | | 1590 | | | | | | | |
| (14) | JUNCTION US-6 NORTH OF HELPER | | 12000 | | | | | | | |
| 11.0 | | | | | | | | | | |
| 160 | (15) | JUNCTION SR-10 IN PRICE | | | | | | | | |
| | | | 7100 | | | | | | | |
| | | | 8200 | | | | | | | |
| | | | 5900 | | | | | | | |
| | | | 4000 | | | | | | | |
| 180 | | | 2100 | | | | | | | |
| 59.5 | | | | | | | | | | |
| 200 | | | | | | | | | | |

| | | | | |
|-------|------|------------------------------------|------|----------|
| 240 | (6) | JUNCTION 70 WEST ON GREEN RIVER | 3.8 | |
| | (7) | GREEN RIVER | 22.0 | 2970 |
| 260 | (8) | JUNCTION US-163 CRESCENT JUNCTION | | 2275 |
| | | | | 1750 |
| 280 | (9) | MOAB | 31.5 | 2900 |
| | | | | 6950 |
| | | | | 3100 |
| 300 | | | 53.9 | |
| 320 | (10) | MONTICELLO | | 3380 |
| | | | | 2570 |
| 340 | (11) | BLANDING | 20.9 | 1540 |
| | | | | 2295 |
| | | | | 1780 |
| 360 | | | 29.4 | 1255 |
| | | | | 900 |
| 380 | (12) | JUNCTION INDIAN ROAD WEST OF BLUFF | | |
| | | | | 700 Est. |
| 400 | | | 24.6 | |
| 406.9 | (13) | UTAH-ARIZONA STATE LINE | | |

45-191

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2480 as compared to 6280 for the year 1979 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the opportunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee